

AMENDMENTS TO THE SPECIFICATION

Please replace the paragraph on page 3, lines 15-21 with the following:

ECU 113 receives detection signals from an accelerator pedal sensor 116 detecting an accelerator opening APS, an air flow meter 115 detecting an intake air amount Q of engine 101, a crank angle-sensor sensor 117 taking out a position signal POS for each unit crank angle from a crankshaft 121, a throttle sensor 118 detecting an opening TVO of throttle valve 103b, a water temperature sensor 119 detecting a cooling water temperature Tw of engine 101, a cam sensor 120 taking out a cylinder judgment signal PHASE from intake side camshaft 110A, and the like.

Please replace the paragraph on page 3, line 27 with the following:

The flowchart of Fig. 2 shows a routine executed every one ignition (i.e., for each ignition of an ignition plug 114).

Please replace the paragraph on page 7, lines 21-24 with the following:

Accordingly, even if $\Sigma\Delta Ne/\Sigma SL$ is equal to or above the threshold for cancellation judgment, in the case where the misfire frequency is equal to or above the predetermined value, control proceeds to step S16, where the misfire frequency accumulated value is updated.